

# THE PERSONAL FLIGHT SIMULATOR WITH FULL IFR CAPABILITY

The most advanced and sophisticated of all personal flight simulators for fixed-wing aircraft.

Designed for the instrument rated pilot and trainee who wishes to gain and maintain the sharp edge of proficiency that means flying IFR safely and confidently. The ATC-610J gives you highly realistic experience in full IFR en route navigation . . . just not available with any other low-cost general aviation simulator.

The ATC-610J is right for you if you fly a high performance single or light twin retractable with a full panel of avionics. Along with VOR, the 610J features the same DME, ADF and ILS capabilities as any well-equipped aircraft. You can fly an actual IFR flight in your plane just as practiced with the 610J.

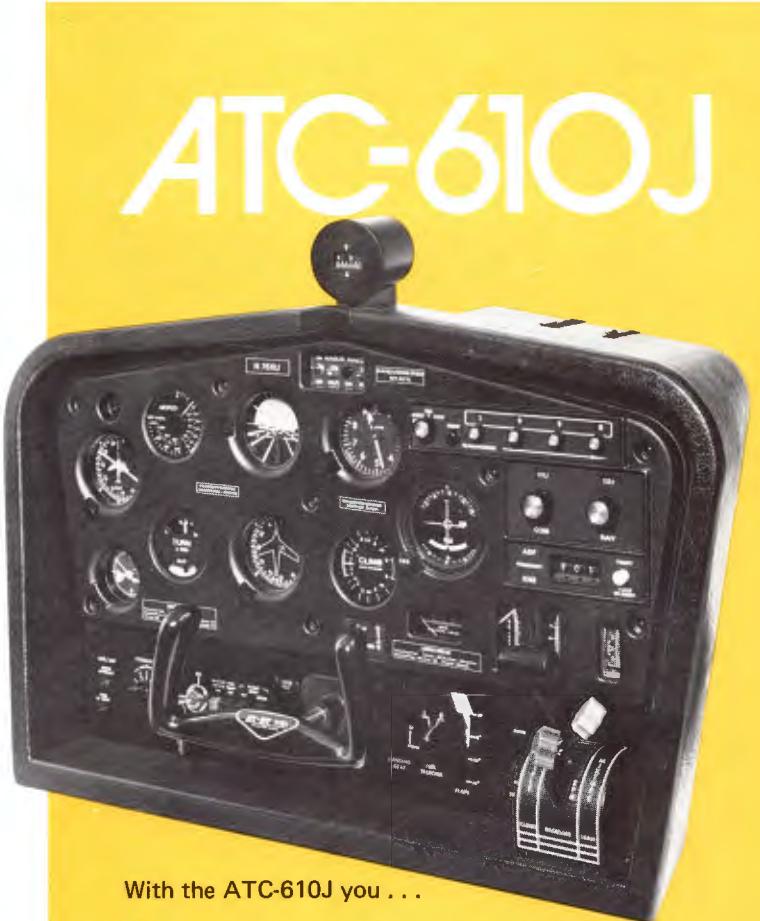
You will feel at home with throttle, prop and mixture controls of the complex power quadrant; retractable gear control and indicator lights; multi-position flap control; pitch trim control; control wheel and rudder pedals. Fuel gauges, tank selector, manifold pressure and RPM indicators look familiar. As does the basic T layout of instruments which includes a sensitive altimeter with Kollsman window. An hour meter. Ignition key. Plus selectors for turbulence, wind direction and velocity.

A volume containing six flight assignment tape cassettes, en route charts, approach plates, programming and owner's manual and detailed programming instructions accompany each 610J simulator. Your flight assignment library can be expanded easily and inexpensively as your needs and proficiency grow.

An exclusive and particularly desirable optional accessory is a low-cost Flight Plotter which provides an accurate picture of your ground track for each flight. This graphic record shows deviations in each flight and provides clear proof as proficiency improves.

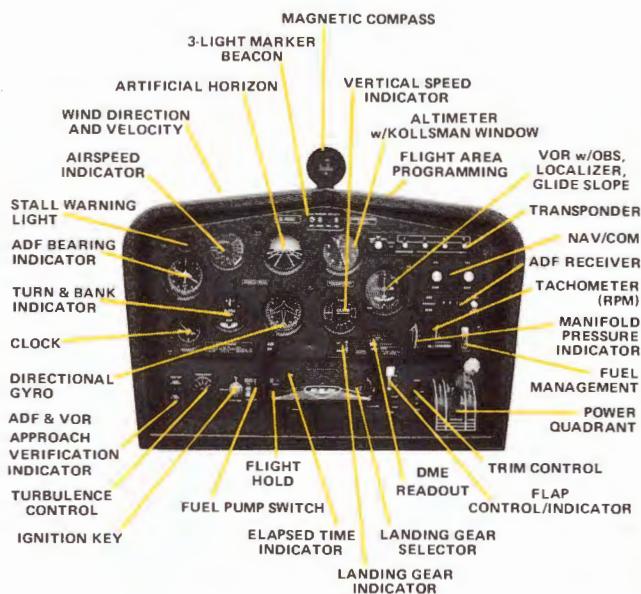
**Try before you buy!** Your ATC dealer will be happy to give you a demonstration. You'll learn that the 610J is the only simulator that allows you to fly from one VOR to another without irritating and unrealistic reprogramming. The only unit that allows you to fly any type of ILS approach — front and back. And the only one that offers complete accessory and service options.

Compare the features and operation of the ATC-610J with any similar equipment on the market. It's absolutely unique!

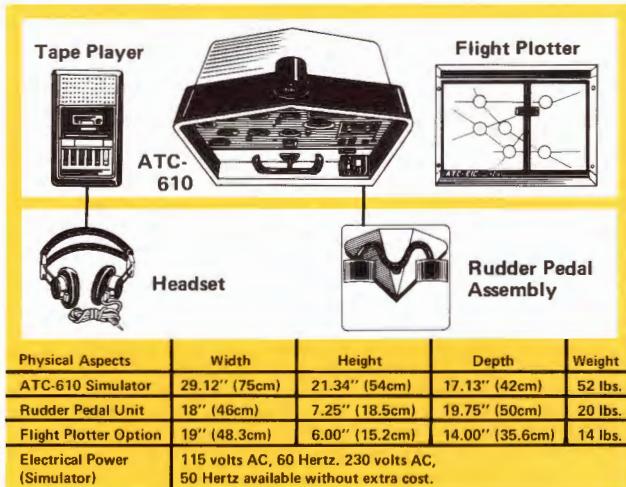


With the ATC-610J you . . .

- Fly true-to-life VOR with six stations to work from
- Practice DME arcs and step-down fixes
- Fly any front or back Localizer course
- Navigate by any of 225 ADF stations
- Make full ILS approaches with Marker Beacon and Compass Locators
- Solve realistic VOR orientation problems
- Practice VOR procedure turns, intersection holds
- Fly from TRUE position base. Simulator always knows where it is in relation to starting point. No resets necessary
- Verify positions by cross-checking VOR's, ADF's
- Choose to use only one transponder code for an entire flight
- Verify remote ADF and VOR approaches
- Introduce winds of 0 to 50 knots from one of 12 directions. Practice bracketing and true ground speed computations
- Use the Flight Assignments provided or practice flying routes you frequently use
- Experience the same control and instrument responses — including nominal gyro precession — as in the cockpit
- Compensate with rudder for the normal torque effect of P factor
- Elect to cope with any degree of turbulence from zero to extreme
- Practice realistic fuel management
- Use taxi mode to get into position and hold
- Employ altitude set control
- Use optional Flight Plotter for instructive ground track records of flights



## ATC-610J PERSONAL FLIGHT SIMULATOR—WITH FULL VOR/DME CAPABILITIES



Specifications subject to change without notice.

## SYSTEM OPTIONS:

**Flight Plotter** Provides pilot with visual record of results in flying previously filed flight plan, including en route and approach.

**Tape Player/Recorder** Furnished with built-in condenser mike, automatic shut-off, erase guard, earphone jack, remote mike jack. AC, DC or battery operated. Flight Assignment cassettes can be played on any standard player.

**Headset** Comfortable, adjustable, aviation-quality. Mini-jack fits most tape player/recorders. Pilot listens without annoying — or being disturbed by — others.

**Outer Marker-Middle Marker Audio Accessory** provides coded audio sounds reinforcing Marker Beacon lights. Nothing to program . . . just turn on the 610's MBR. Low pitch continuous Morse dashes sound over the OM, medium-pitch dit-dahs over the MM. Eases scan load, lets ears tell position. Can be installed on present 610 or order on new unit.

**Position Preset Control** minimizes unproductive training time. Lets flight start from any of 225 positions on enroute charts, from OM for repetitive approaches, take off from any selected point, or place an airport wherever wanted to time ADF or VOR approaches. Readily installed on 610 by owners or available on new simulator.

**ATC FliteWare Vol. 1** Flight Assignments (six C-60 tapes) for New York/New Jersey area shipped with each 610J. Vols. 2 (Chicago) and 3 (Los Angeles) available as options. Coordinated Instrument Rating Program Vol. 2A provides 20 hrs IFR self-training with 610J.

**Service Policy** Full one-year renewable policy. Available for all new units at end of 90-day warranty period.

**Service Manual** For owners who feel qualified to service their simulators at own risk.

**ATC SERVICE CENTERS** Simulator requiring service may be forwarded to an ATC Authorized Service Center. Charges based on actual costs of parts and labor.

**ATC DEALER/DISTRIBUTORS** National network of simulator dealers, distributors. Contact ATC headquarters for name of your nearest representative.

**ATC**   
**ANALOG TRAINING COMPUTERS**  
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